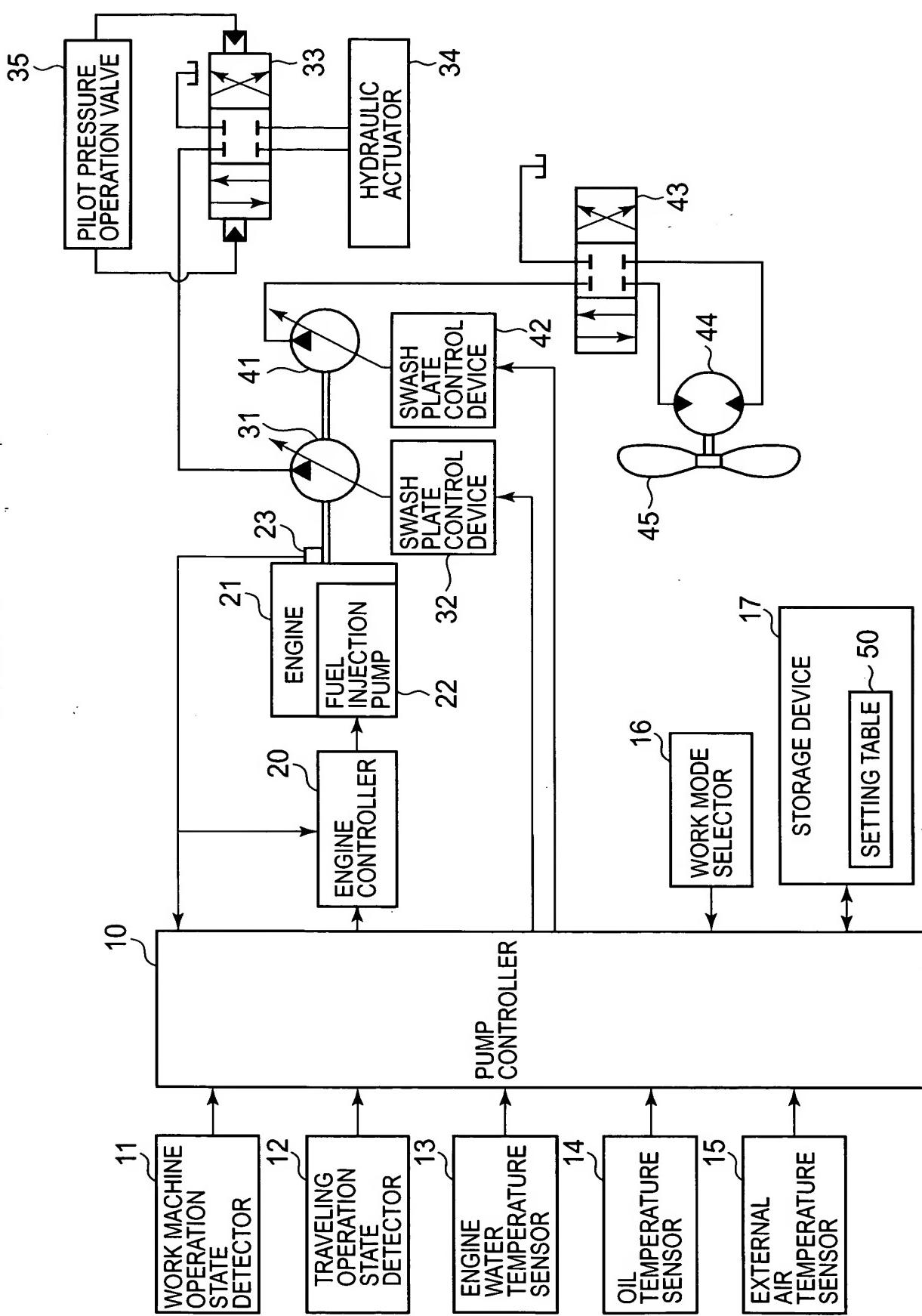
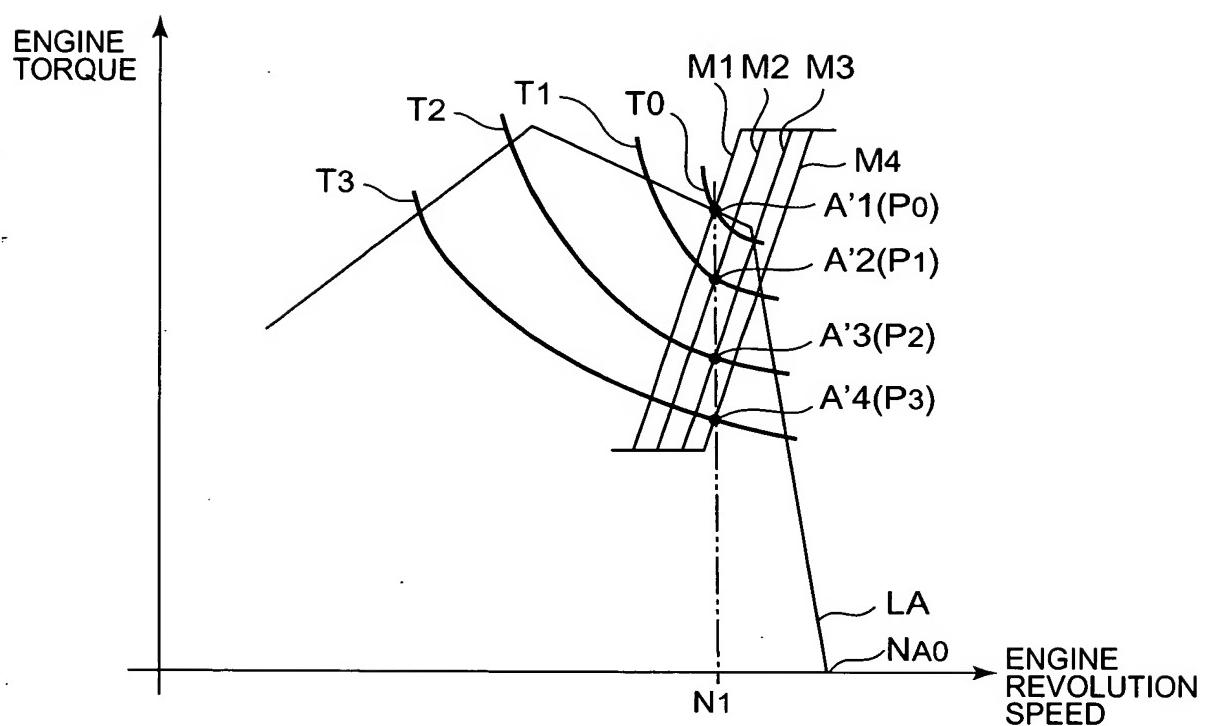


FIG. 1



2/11

FIG. 2



3/11

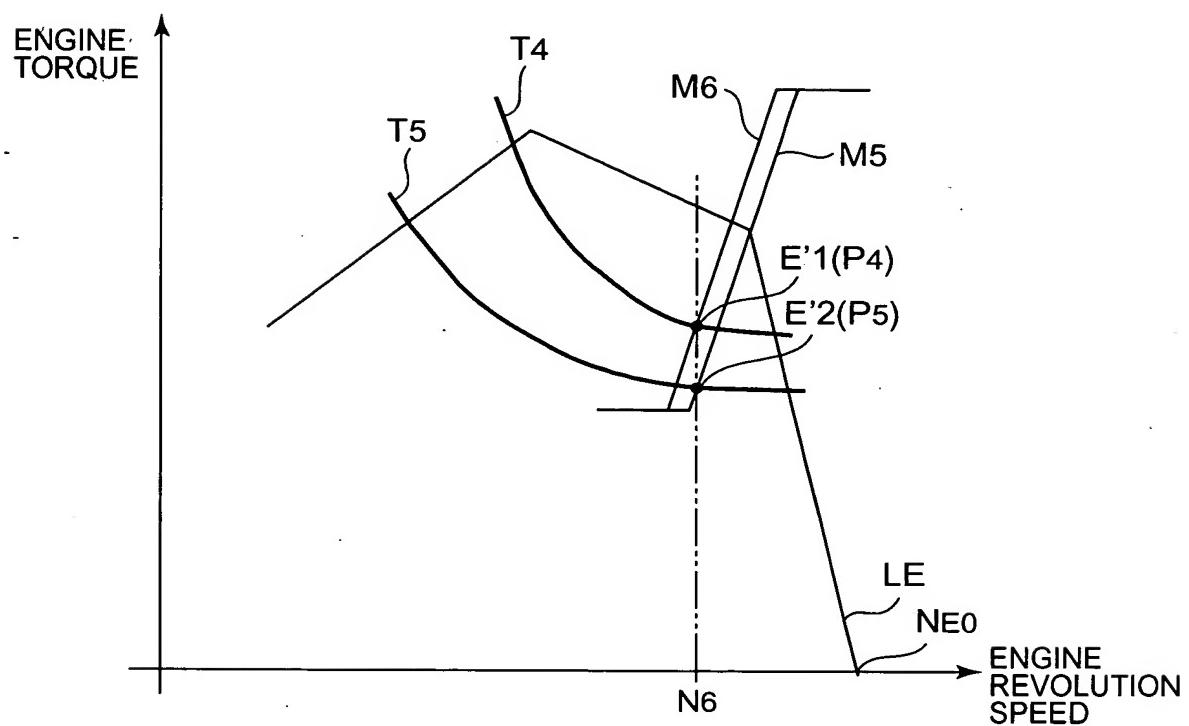
FIG. 3

OPERATION MODE	MATCHING REVOLUTION SPEED	PUMP TORQUE CONTROL LINE	ENGINE OUTPUT TORQUE CONTROL LINE	OUTPUT HORSEPOWER AT MATCHING POINT	CASE CLASSIFICATION DEPENDING ON AUXILIARY MACHINE HORSEPOWER	ENGINE OUTPUT	
						P0	P0
A1	N1	M1	T0	P0	$\sum L_f \geq L_s$	$\sum L_f \geq L_s$	$P_1 + \sum L_f$
A2	N1	M2	T1	P1	$\sum L_f < L_s$	$\sum L_f < L_s$	$P_2 + \sum L_f$
A3	N1	M3	T2	P2			$P_3 + \sum L_f$
A4	N1	M4	T3	P3			

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4 / 11

FIG. 4



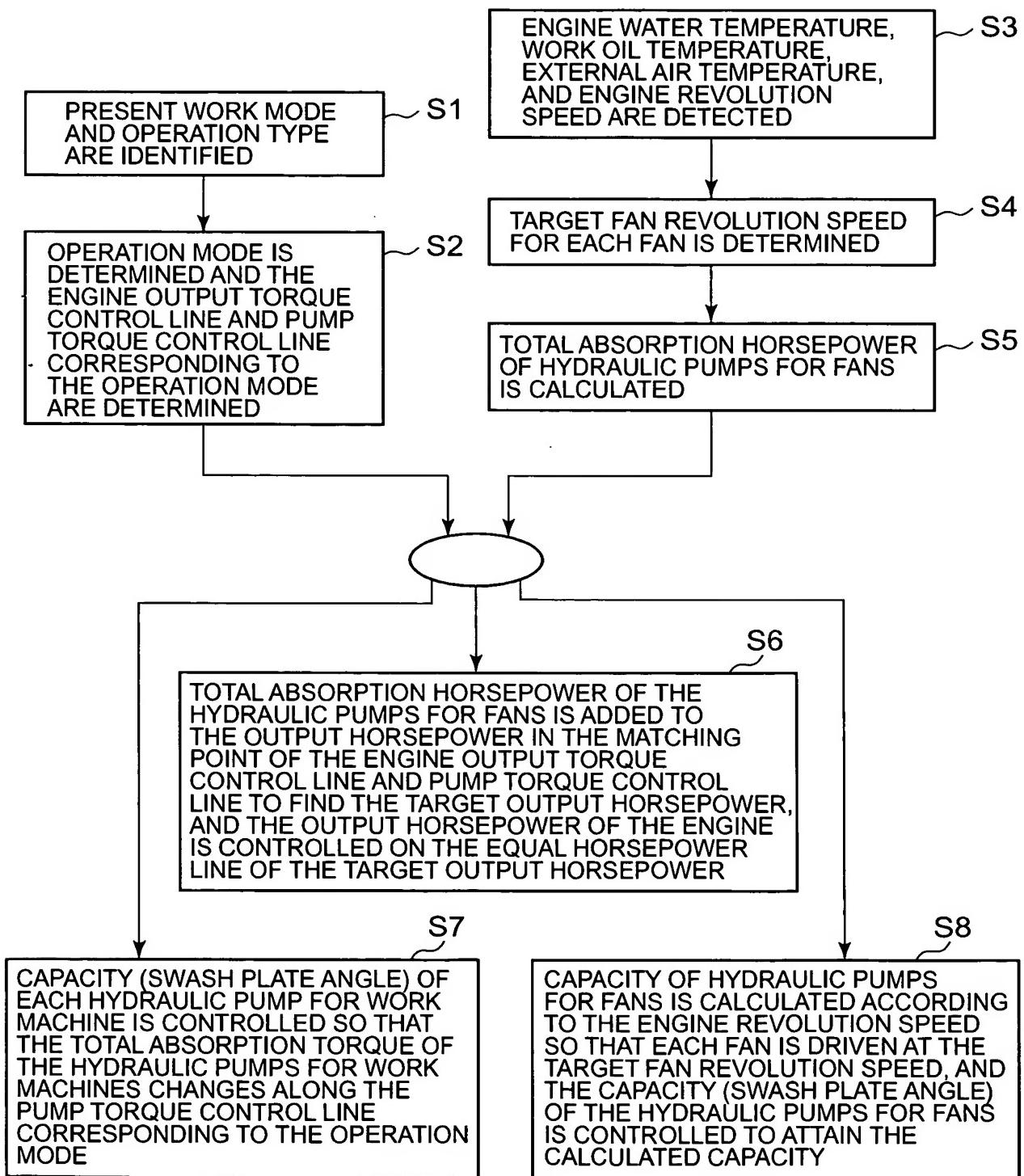
5/11

FIG. 5

OPERATION MODE	MATCHING REVOLUTION SPEED	PUMP TORQUE CONTROL LINE	ENGINE OUTPUT TORQUE CONTROL LINE	OUTPUT HORSEPOWER AT MATCHING POINT	ENGINE OUTPUT
E1	N6	M5	T4	P4	$P4 + \sum L_f$
E2	N6	M6	T5	P5	$P5 + \sum L_f$

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FIG. 6



7/11

FIG. 7

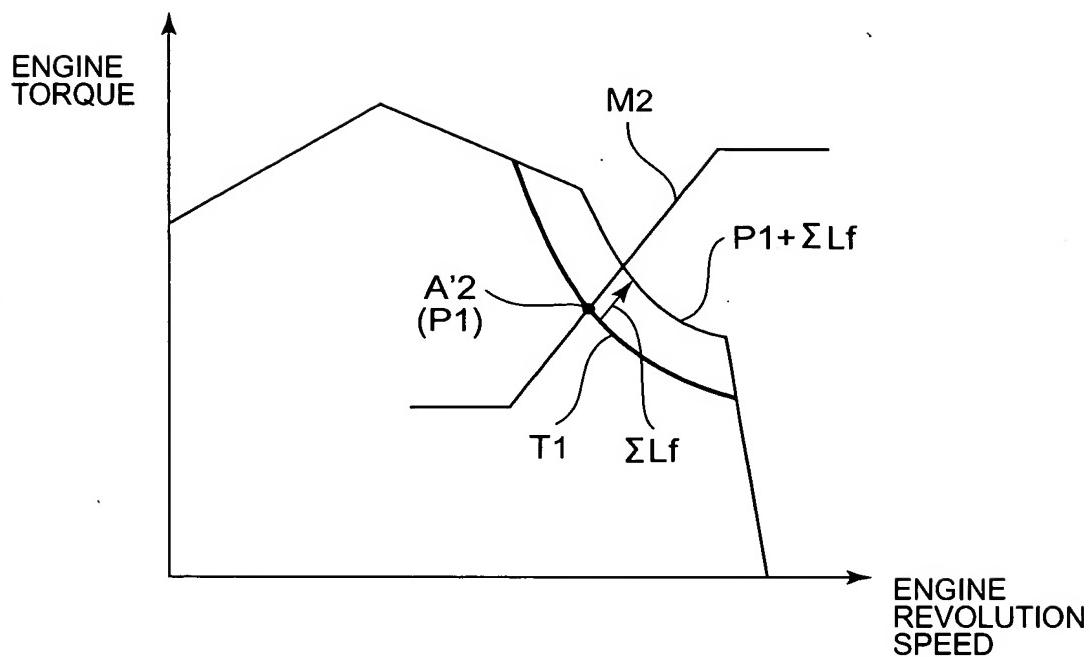
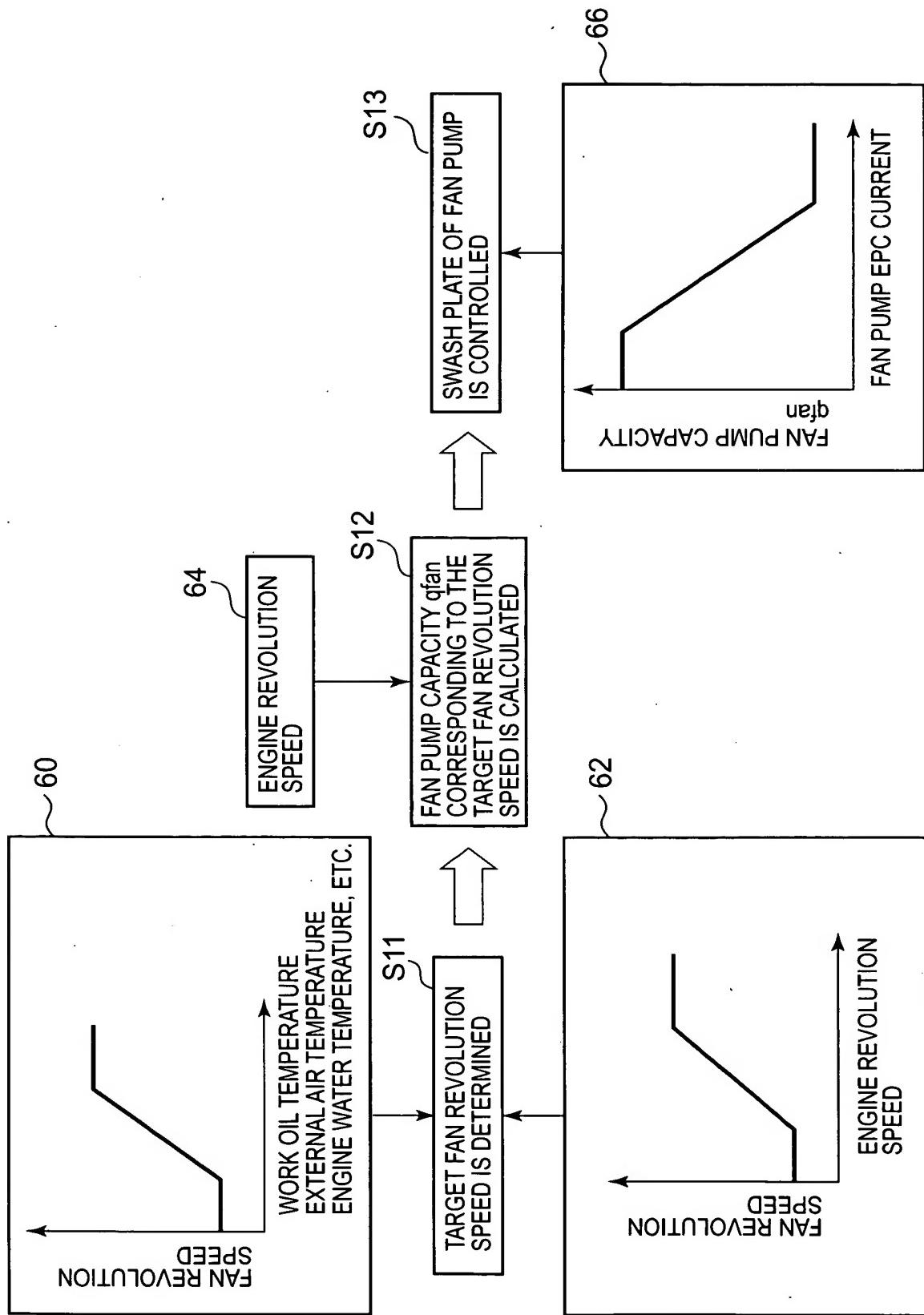
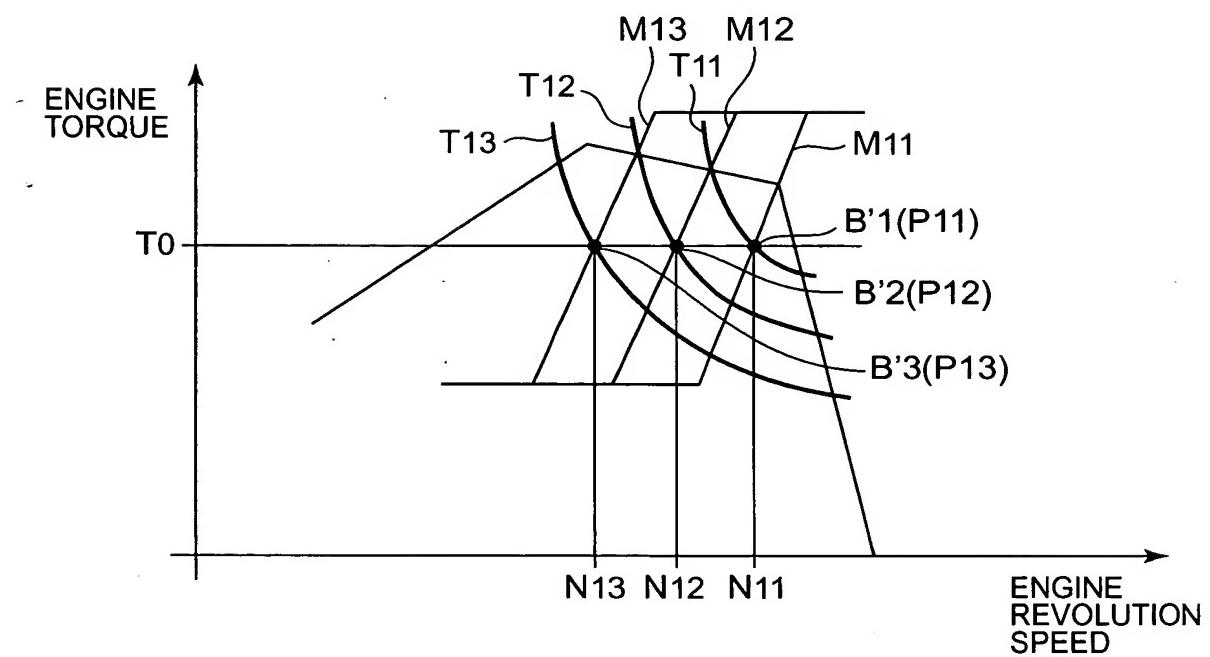


FIG. 8



9/11

FIG. 9



10/11

FIG. 10

OPERATION MODE	MATCHING TORQUE	PUMP TORQUE CONTROL LINE	ENGINE OUTPUT TORQUE CONTROL LINE	ENGINE OUTPUT	OUTPUT HORSEPOWER AT MATCHING POINT
B1	T0	M11	T11	$P_{11} + \sum L_f$	P11
B2	T0	M12	T12	$P_{12} + \sum L_f$	P12
B3	T0	M13	T13	$P_{13} + \sum L_f$	P13

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11/11

FIG. 11A PRIOR ART

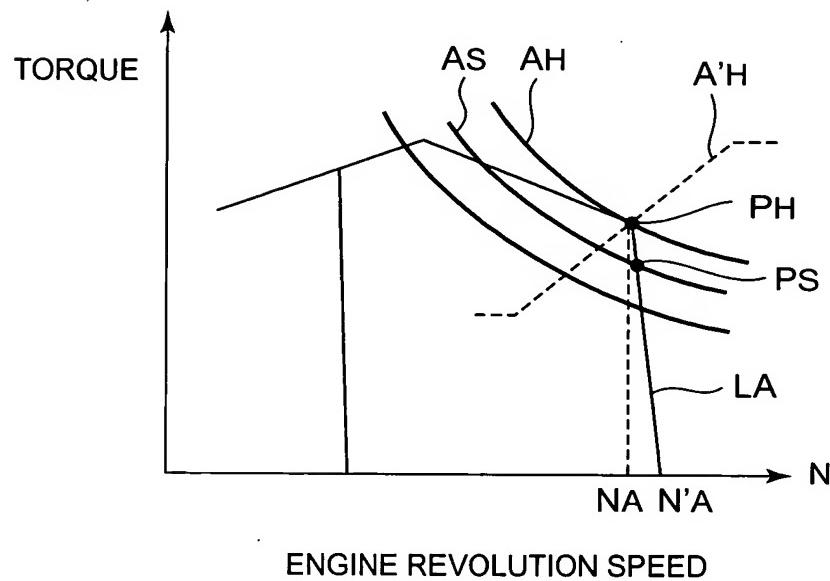


FIG. 11B PRIOR ART

